AMENDMENTS TO THE SPECIFICATION

Please insert the following section headings on page 1, after the title:

-- BACKGROUND OF THE INVENTION

Field of the Invention --

Please replace the first paragraph on page 1 with the following replacement paragraph:

The invention relates to a fuel cell installation ~~according to the preamble of Patent Claim 1~~, a method for starting this installation ~~according to the preamble of Patent Claim 5~~ and the method for shutting down this installation ~~according to the preamble of Patent Claim 7~~.

Please insert the following section heading on page 1 before the paragraph beginning "A fuel cell installation of the type....":

-- Description of Related Art --

Please DELETE the paragraph on page 3 beginning "These objects are achieved constructively...." in its entirety.

Please insert the following section heading on page 3 before the paragraph beginning "Thus, according to this invention,....":

-- SUMMARY OF THE INVENTION --

Please replace the paragraph on page 3, beginning "Thus, according to this invention...." with the following replacement paragraph:

-- Thus, according to this invention, the fuel cell stack is designed as a high-temperature fuel cell stack having an operating temperature between about 100°C and about 200°C; the shift stage is connected at the outlet end to the inlet connection of the anodes of the fuel cell stack without an intervening heat exchanger, and the outlet connection of the anodes of the fuel cell stack is connected to an air inlet connection on the gas burner. --

Please replace the paragraph on page 3, beginning "A suitable high-temperature fuel cell....." with the following replacement paragraph:

-- A suitable high-temperature fuel cell stack is known from German Patent DE 101 55 543 C2, for example. The content of that publication is herewith also incorporated into the present patent application. The stack described there is in principle a so-called polymer electrolyte membrane

fuel cell (PEM fuel cell) but with the difference that the operating temperature is not approximately 70°C but instead is between about 100°C and about 200°C. Only the use of this stack makes it possible to connect the outlet of the shift stage hydraulically directly to the anode inlet of the fuel cell, because, firstly, due to the elevated operating temperature of the stack, no reduction in temperature between the reformer apparatus and the fuel cell is necessary, and secondly, no liquid water which would clog the membranes of the fuel cell and would thus degrade the stack is produced at this operating temperature. --

Please insert the following section heading on page 5 before the paragraph beginning "Figure 1 shows schematically.....":

-- BRIEF DESCRIPTION OF THE DRAWINGS --

Please insert the following section heading on page 5 before the paragraph beginning "Figure 1 shows schematically first a preferred.....":

-- DETAILED DESCRIPTION OF THE INVENTION --

Please replace the paragraph on page 6 and continuing on page 7, beginning "To reduce this design complexity, with the following replacement paragraph:

-- To reduce this design complexity, it is provided according to the present invention that the fuel cell stack 3 is designed as a high-temperature fuel cell stack with an operating temperature between about 100°C and about 200°C, preferably about 160°C. In this regard, proton-conducting high-temperature electrolyte membranes are also provided for use in the stack. These include in the sense of DE 101 55 543 C2 at least one basic material and at least one dopant, whereby the dopant is a reaction product of one at least dibasic inorganic acid with an organic compound, whereby the reaction product has an unreacted acidic hydroxyl group of the inorganic acid or is the condensation product of this compound with a polybasic acid. These high-temperature electrolyte membranes are suitable for operation at these temperatures, which are relatively high for PEM fuel cells. --

Please replace the paragraph on page 9, beginning "Finally, there are advantageously..." with the following replacement paragraph:

-- Finally, there are advantageously provisions (not depicted here) for providing a temperature-regulating device which shuts down the fuel cell stack 3 at an operating temperature above 200°C to ensure that operating temperature of about 100°C to about 200°C is maintained. --

Please DELETE on page 10 the section entitled "List of Reference Numerals" in its entirety.